



April 21, 2021

Dear President Biden:

As bipartisan Governors from across the country, we strongly support your efforts to improve public health, tackle the climate crisis, and advance environmental justice. Central to all three of these goals is greatly reducing pollution from the transportation sector. By establishing a clear regulatory path to ensuring that all vehicles sold in the United States are zero-emission, we can finally clear the air and create high-road jobs. Moving quickly towards a zero-emission transportation future will protect the health of all communities. The proposed investments in the American Jobs Plan can be leveraged even further by a strong regulatory framework and will allow the market for American-made zero emissions vehicles (ZEVs) to flourish.

States across the country have already accelerated this transition:

- **California** has already directed that all new cars sold in the state be ZEVs by 2035 and is investing billions of dollars as well as taking regulatory action to implement this goal.
- **Connecticut** has committed to an ambitious electric vehicle (EV) adoption goal of putting between 125,000 – 150,000 EVs on the road by 2025. In April 2020, Connecticut released its EV Roadmap focused on transitioning public and private fleets and medium and heavy-duty vehicles to EVs through improving charging; ensuring grid reliability; integrating charging infrastructure into codes and permitting; and leveraging financial incentives, such as the Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR), to help make the EV purchase price less of a barrier to consumers, including used EVs. As one of the first signatories to the Transportation and Climate Initiative MOU, if authorized by the legislature, Connecticut will have the opportunity to

invest proceeds from the program into EV infrastructure, including electrifying our public transit system, driving down pollution and cleaning the air in our overburdened communities.

- Ground transportation emissions are the largest share of **Hawai'i's** energy emissions. To meet its statutory target "to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045," policies supporting cleaner transportation are critical. The State of Hawai'i is leading by example and replacing state and county fleets using innovative procurement for sustainability-as-a-service to lease electric vehicles and charging stations.
- As part of **Maine's** ambitious climate action plan - Maine Won't Wait - Governor Mills has committed to putting at least 219,000 ZEVs on the road by 2030, while committing to purchase 100% light-duty ZEVs for the state fleet in the same time frame.
- To meet the Commonwealth's ambitious commitment to achieve Net Zero emissions in 2050 and reduce the harmful effects of air pollution, **Massachusetts** has made significant commitments to increase the number of ZEVs in our state. The clean car and truck standards are a critical tool that align with our investments in vehicle electrification, including over \$60 million to support rebates for electric vehicle and truck adoption, and \$80 million in charging infrastructure.
- **New Mexico** is working on the adoption of clean car standards and pursuing development of electric vehicle charging infrastructure along major highways in the Intermountain West as a signatory of the Regional Electric Vehicle Plan for the West (REV West) Memorandum of Understanding.
- **New Jersey** announced this year an investment of over \$100 million in equitable transportation electrification projects to improve air quality and reduce the effects of climate change, and is developing a regional action plan with the goal that by 2050 all new medium and heavy duty trucks sold are ZEVs.
- **New York** is investing more than \$1 billion in zero emissions cars, trucks and buses and ZEV fueling infrastructure over the next five years, including an \$85 million competition to deploy innovative clean transportation strategies in communities overburdened by vehicular emissions, and is developing a groundbreaking plan to achieve net zero emissions across the state's economy.

- **North Carolina** is implementing strategic plans to achieve its statewide ZEV goals, participating in the Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding, and distributing close to \$100 million toward a clean vehicle transition.
- **Oregon** has a goal for at least 90% of new motor vehicles sold annually to be zero-emission by 2035, a goal Oregon would like to expand to 100% with the help of supportive federal policy.
- In 2015, **Rhode Island** set a goal that a minimum of 25% of new light-duty state fleet purchases and leases will be zero-emissions vehicles by 2025 (Executive Order 15-17), and with Governor McKee's signature on the 2021 Act on Climate, state agencies are charged to lead by example when it comes to vehicle emissions.
- **Washington** is a full participant in the Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding, and will adopt the full suite of California light, medium and heavy-duty clean vehicle standards by the end of 2021. Washington has invested hundreds of millions of dollars in transportation electrification for passenger cars, trucks, buses and marine vessels.

More than 24 states have worked together to defend the stringency of clean car standards over the past four years, and fifteen states plus the District of Columbia are already collaborating on an MOU to accelerate the adoption of zero-emission medium- and heavy-duty vehicles. The environmental and economic benefits of this leadership are significant: For instance, 34 ZEV manufacturers providing 70,000 Californian jobs are producing what has become the state's number one export.

From China to the European Union, a race has begun to lead the zero-emission manufacturing revolution. As a result, many automakers have made bold commitments to manufacture solely ZEVs in the near future. With bold federal leadership, American workers will lead the way in designing, building and driving clean and affordable vehicles. Strong support of ZEVs is also fundamental to keeping America competitive in the global marketplace. As Governors, we respectfully request that your Administration build on this momentum by:

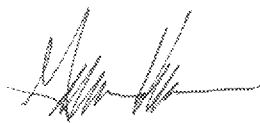
- Setting standards to ensure that all new passenger cars and light-duty trucks sold are zero-emission no later than 2035 with significant milestones along the way to monitor progress.
- Setting standards for medium-duty and heavy-duty vehicles and supporting complementary policies such as purchase incentives and

infrastructure investments, that set a path towards 100% zero-emission sales by no later than 2045 with significant milestones along the way to monitor progress.

- Expeditiously restoring strong scientifically based greenhouse gas emission standards for all vehicle model years possible to replace the unsupported standards from the previous administration. This will recover all of the emission reductions and other important benefits that were lost during the past four years.
- Reaffirming that states have authority to follow vehicle emissions standards set by California, if they choose to do so.
- Providing states with substantial funding for investment in charging and fueling infrastructure, providing grants or other financial support for fleet turnover to ZEVs, providing underserved communities equitable access to ZEVs and charging and fueling infrastructure, and supporting ZEV marketing.
- Enhancing the existing electric vehicle tax credits by raising or removing the limits per manufacturer and extending tax credits to sales of medium- and heavy-duty zero-emission vehicles.
- Ensuring that purchase incentives for ZEVs incorporate strategies targeting low-income buyers as well as expand incentives to used ZEVs focusing rebates at the point of sale.
- Enacting new tax credits for the manufacturing of zero-emission trucks and buses as well as ZEV charging and fueling stations.
- Working to repeal the statutory provision (23 USC § 111) that appears to prohibit the installation of zero-emission recharging/refueling stations along interstate rights of way, including rest areas.

We are excited to build back better with you and are committed to taking action to advance this crucial agenda.

Sincerely,



Governor Gavin Newsom
State of California



Governor Ned Lamont
State of Connecticut



Governor David Ige
State of Hawaii



Governor Janet Mills
State of Maine



Governor Charlie Baker
State of Massachusetts



Governor Philip D. Murphy
State of New Jersey



Governor Andrew Cuomo
State of New York



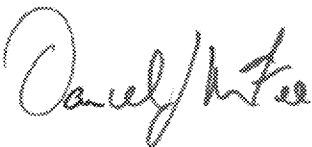
Governor Michelle Lujan Grisham
State of New Mexico



Governor Roy Cooper
State of North Carolina



Governor Kate Brown
State of Oregon



Governor Dan McKee
State of Rhode Island



Governor Jay Inslee
State of Washington

cc: The Honorable Gina McCarthy, National Climate Advisor
The Honorable John Kerry, Special Presidential Envoy for Climate
The Honorable Jennifer Granholm, Secretary, Department of Energy
The Honorable Michael Regan, Administrator, Environmental Protection
Agency
The Honorable Pete Buttigieg, Secretary, Department of Transportation

Message

From: Kabanda, Thierry [Kabanda.Thierry@epa.gov]
Sent: 3/29/2021 11:59:20 AM
To: Goffman, Joseph [Goffman.Joseph@epa.gov]; Campbell, Ann [Campbell.Ann@epa.gov]; Carbonell, Tomas [Carbonell.Tomas@epa.gov]; Rakosnik, Delaney [rakosnik.delaney@epa.gov]
Subject: RE: Heinrich CRA

Will do.

From: Goffman, Joseph <Goffman.Joseph@epa.gov>
Sent: Monday, March 29, 2021 7:58 AM
To: Campbell, Ann <Campbell.Ann@epa.gov>; Carbonell, Tomas <Carbonell.Tomas@epa.gov>; Rakosnik, Delaney <rakosnik.delaney@epa.gov>; Kabanda, Thierry <Kabanda.Thierry@epa.gov>
Subject: FW: Heinrich CRA

Please send him the usual response, and schedule a meeting in the relatively near future. Thanks.

Joseph Goffman
Acting Assistant Administrator
Office of Air and Radiation
U.S. Environmental Protection Agency

From: Lee Fuller <lfuller@ipaa.org>
Sent: Thursday, March 25, 2021 11:37 AM
To: Goffman, Joseph <Goffman.Joseph@epa.gov>
Subject: Heinrich CRA

Joe,

We are getting reports that Senator Heinrich and others will be introducing a CRA to override the September 14 EPA policy regulations shifting the Subpart OOOO/OOOOa regulations. It would reverse the emissions target back to methane. I am wondering whether this is a step supported by the Administration.

Separately, last week, Gina McCarthy had a meeting with the large oil and natural gas companies and trade associations. We have requested a meeting to discuss the concerns of the IPAA members that include many of the same companies but also include the small businesses that are affected by these policies. We have not been able to schedule a meeting yet and would appreciate the opportunity to have a discussion.

Thanks,

Lee Fuller

Message

From: Lee Fuller [lfuller@ipaa.org]
Sent: 3/25/2021 3:36:48 PM
To: Goffman, Joseph [Goffman.Joseph@epa.gov]
Subject: Heinrich CRA

Joe,

We are getting reports that Senator Heinrich and others will be introducing a CRA to override the September 14 EPA policy regulations shifting the Subpart OOOO/OOOOa regulations. It would reverse the emissions target back to methane. I am wondering whether this is a step supported by the Administration.

Separately, last week, Gina McCarthy had a meeting with the large oil and natural gas companies and trade associations. We have requested a meeting to discuss the concerns of the IPAA members that include many of the same companies but also include the small businesses that are affected by these policies. We have not been able to schedule a meeting yet and would appreciate the opportunity to have a discussion.

Thanks,

Lee Fuller

Message

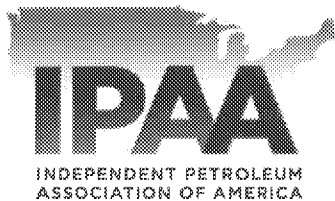
From: Lee Fuller [lfuller@ipaa.org]
Sent: 1/27/2021 6:20:55 PM
To: Goffman, Joseph [Goffman.Joseph@epa.gov]
CC: Barry Russell [brussell@ipaa.org]
Subject: IPAA Methane Emissions Follow Up -- Request of McCarthy Conversation
Attachments: Gina McCarthy Meeting Request Letter Jan 2021.pdf

Joe,

As we reached out to you during the transition, we are now reaching out to Gina McCarthy to explain IPAA's positions regarding methane emissions regulations given the mischaracterizations of it in the press. I have attached a letter requesting a discussion to keep you apprised of our actions.

Hope you are settling into what must be total chaos.

Lee Fuller



January 27, 2021

The Honorable Gina McCarthy
National Climate Advisor to the President
Eisenhower Executive Office Building
1650 Pennsylvania Avenue, NW
Washington, DC 20502

Dear Ms. McCarthy:

As you assume the role of National Climate Advisor for President Biden, the Independent Petroleum Association of America (IPAA) writes to request a meeting with you to discuss a variety of issues important to our members and the nation. IPAA represents thousands of America's independent oil and natural gas producers. Our members are the primary producers of the nation's oil and natural gas and account for 83 percent of America's oil production and 90 percent of its natural gas output. These independent producers are a driving force in our economy and support roughly 4.5 million jobs in the United States. IPAA member companies are innovative leaders and broke the code to usher in the shale oil and natural gas revolution in the United States.

As the United States and the world struggle to rebound from the economic hardship caused by the COVID-19 pandemic, it is essential for America to continue to be a leader in energy development. All forms of energy will be needed in the coming years and natural gas and oil produced in the United States will be a key component of that energy mix. Oil and natural gas will not be the only energy source for the United States, but they will be essential to the American economy for years to come.

In the coming years, the choices our nation makes regarding the energy mix will have a huge impact on the economy and our international position. If America does not pursue a thoughtful energy policy, the nation will suffer economically. Unless demand for fossil energy changes dramatically, efforts to suppress U.S. oil and natural gas production will be counterproductive to the Biden Administration's stated goal of increasing job growth and expanding America's impact around the globe. Energy is a geopolitical issue. For the last half-century, American foreign policy has been predicated on our nation's vulnerability to oil and natural gas supply disruptions. The shale revolution turned the United States into an energy superpower and has enhanced American national security and created significant geopolitical advantages for our nation around the globe.

INDEPENDENT PETROLEUM ASSOCIATION OF AMERICA

1201 15TH STREET, NW • SUITE 300 • WASHINGTON, DC 20005 • 202-857-4722 • FAX 202-857-4799 • WWW.IPAA.ORG

ED_005750A_00000015-00001

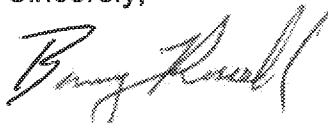
Additionally, natural gas production and use has created the cleanest air quality the nation has seen in two decades. The United States has become the envy of nations for our dedication to reliable, affordable, responsible energy production.

Independent producers recognize the need to manage their emissions, including methane emissions. Over the past several years, as methane regulations have been developed, IPAA has been active in trying to assure that the regulations are designed appropriately for the diverse elements of the industry, including the small business operations that dominate ownership of low producing wells. Unfortunately, these efforts to seek a sound regulatory balance have frequently been mischaracterized in the press and by industry opponents. I would like to discuss the true nature of these efforts with you as the Biden Administration begins its efforts to review the array of air emissions regulations that are currently contested.

I had the privilege of meeting with you in April 2014 when you served as the EPA Administrator under President Obama. I would appreciate the opportunity to meet again and discuss ways that we can work together to address the important energy and climate issues facing our nation. Should you have any questions, or require additional information, please contact David Lungren at the IPAA office. He can be reached via email at (dlungren@ipaa.org) or by calling the IPAA offices (202) 857-4722.

Once again, congratulations and we look forward to working with you and the Biden Administration in the coming years.

Sincerely,



Barry Russell
President & CEO
Independent Petroleum Association of America

Message

From: Goffman, Joseph [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=23474D598E8D4EDFA9214A5991F2935B-GOFFMAN, JO]
Sent: 1/27/2021 9:27:04 PM
To: Lee Fuller [lfuller@ipaa.org]
CC: Barry Russell [brussell@ipaa.org]
Subject: RE: IPAA Methane Emissions Follow Up -- Request of McCarthy Conversation

Thanks for the update, Lee and Barry.

Joseph Goffman
Acting Assistant Administrator
Office of Air and Radiation
U.S. Environmental Protection Agency

From: Lee Fuller <lfuller@ipaa.org>
Sent: Wednesday, January 27, 2021 1:21 PM
To: Goffman, Joseph <Goffman.Joseph@epa.gov>
Cc: Barry Russell <brussell@ipaa.org>
Subject: IPAA Methane Emissions Follow Up -- Request of McCarthy Conversation

Joe,

As we reached out to you during the transition, we are now reaching out to Gina McCarthy to explain IPAA's positions regarding methane emissions regulations given the mischaracterizations of it in the press. I have attached a letter requesting a discussion to keep you apprised of our actions.

Hope you are settling into what must be total chaos.

Lee Fuller